

Approval – Comprehensive Access Management Report

Upon a recommendation from the Access Management Committee, a motion was made by Board Member Wilson and seconded by Board Member McRae to approve the Comprehensive Access Management Report.

A copy of the Comprehensive Access Management Report is made a part of the record of this meeting and filed as an addendum to Minute Book 23.

Approval – North Carolina Department of Transportation Access Management Policy

Upon a recommendation from the Access Management Committee, a motion was made by Board Member Wilson and seconded by Board Member McRae to approve the following:

BACKGROUND

- Access Management is the process that authorizes access to the highway system from land development while simultaneously preserving the safe and efficient flow of traffic on the surrounding road system.
- North Carolina law enables landowners with property fronting on highways certain rights of access consistent with their needs, except along highways where access control has been acquired.
- Roadway users have certain rights such as freedom of movement, safety and efficient expenditure of the public highway funds.
- Nationally, about 55% of all traffic crashes are access related.

PURPOSE OF THE POLICY

- Enhance roadway safety
- Enhance major artery mobility
- Improve traffic operations to preserve mobility and recapture capacity
- Protect the significant taxpayers' investment in roadways
- Increase environmental stewardship
- Foster economic development
- Ensure statewide consistency

POLICY

It shall be the policy of the North Carolina Department of Transportation (NCDOT) to implement access management techniques and practices on any public highway under the jurisdiction of the Department of Transportation, and to promulgate policies, procedures and guidelines for the proper exercise of those techniques. NCDOT will implement these access management techniques in order to protect the public safety, preserve or improve highway capacity to expedite flow; to reduce traffic hazards and accident causes; to achieve the best possible balance of benefits to the roadside landowner, the highway user, and the community at large; to protect the public investment by preventing premature functional obsolescence; to improve the appearance of the highway and roadside areas; to improve air quality; to support local, regional and state land use policies, plans and programs; and to protect private investment by providing workable ground rules for owners of property adjacent to highways.

NCDOT will also coordinate with local jurisdictions to ensure that the state's access policy and criteria are addressed early in decisions affecting land use. The Department will provide advocacy, educational and technical assistance to promote access management practices among local jurisdictions. NCDOT will emphasize proactive corridor preservation through coordinated state/local planning; provide a consistent statewide management of the state highway system; maintain and apply access criteria based upon best engineering practices to guide driveway location and design; establish and maintain an access classification system that defines the planned level of access for different highways in the state; establish procedures for determining developer responsibilities for paying for improvements that address the safety and capacity impacts for major development; and enhance existing regulatory powers and statutory authority to further implement NCDOT access management policies and procedures. In addition, in order to protect high mobility highways such as those identified as strategic corridors, full control of access should be acquired when the initial transportation improvement is implemented.

This policy is intended to streamline decision-making while promoting statewide consistency and best practice in the planning, design, and regulation of access to the State Highway System.